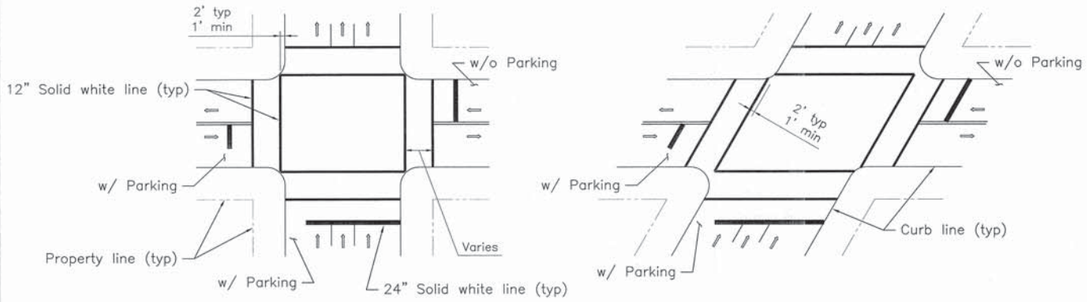
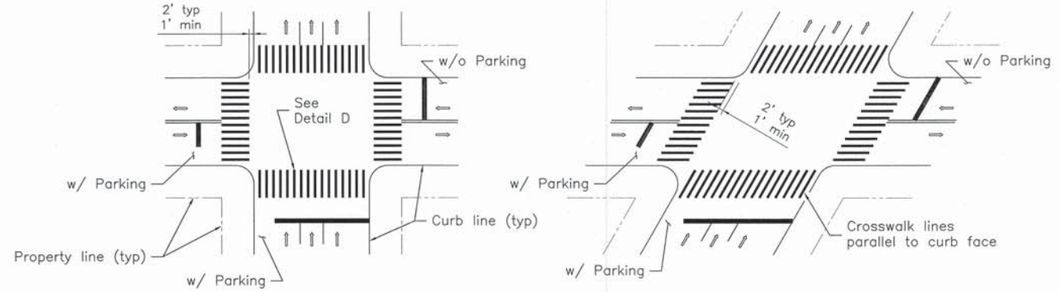
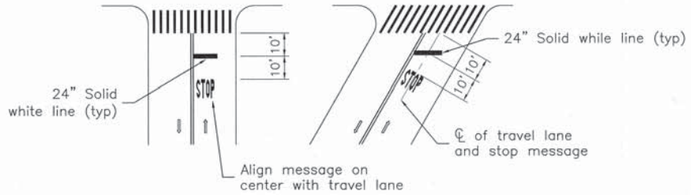
Typical Standard Crosswalks



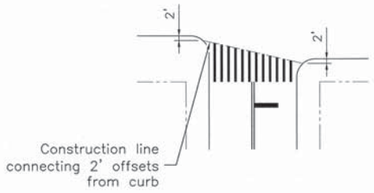
Typical High Visibility Crosswalks



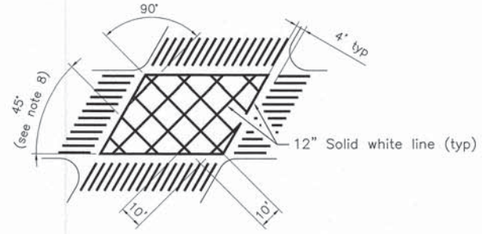
Detail A: Typical Stop Bar & Stop Message Placement



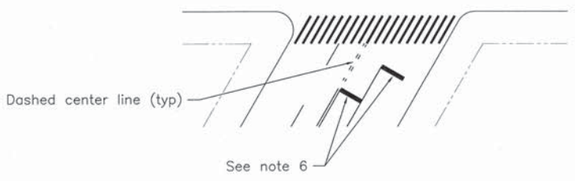
Detail C: Trapezoidal Crosswalks at Offset Curblines



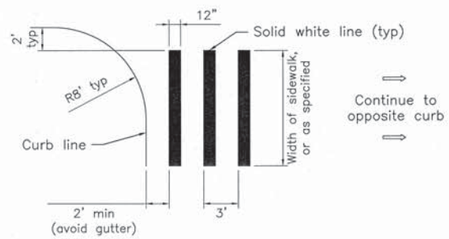
Detail E: Gridlock Box (for Grandfathered Installations Only)



Detail B: Optional Staggered Stop Bar for Constrained Turns



Detail D: Hi-viz Crosswalk Striping



NOTES:

1. For regular crosswalks, intersecting crosswalk lines should abut and not overlap each other with the first line 2' offset from the curb.
2. At corners with apex pedestrian ramp the roadbed wheelchair landing area must fall within the crosswalks requiring a custom design.
3. Crosswalks shall be installed at any signalized, stop-controlled, or yield-controlled leg of an intersection.
4. Stop bars shall be installed in any signalized or stop controlled travel lane entering the intersection.
5. All stop bars should be 10' offset from the back of the crosswalk unless otherwise specified.
6. Stop bars may be staggered or setback to accommodate large vehicle turns.
7. Presence or absence of curbside parking shown for illustrative purposes only. Stop bars should extend to curb on streets w/o curbside parking. Stop bars should extend to parking lane stripe on streets w/ striped curbside parking. Stop bars should extend to 8' from curb, or as determined by engineer, on streets w/ unstriped curbside parking.
8. Grid should be aligned at 45° to the curb line of one of the intersection streets.

NEW YORK CITY DOT

CITY OF NEW YORK DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING AND MANAGEMENT (TP&M)
28-11 Queens Plaza North L.I.C., N.Y. 11101

TYPICAL PAVEMENT MARKINGS

CROSSWALKS & STOP BARS

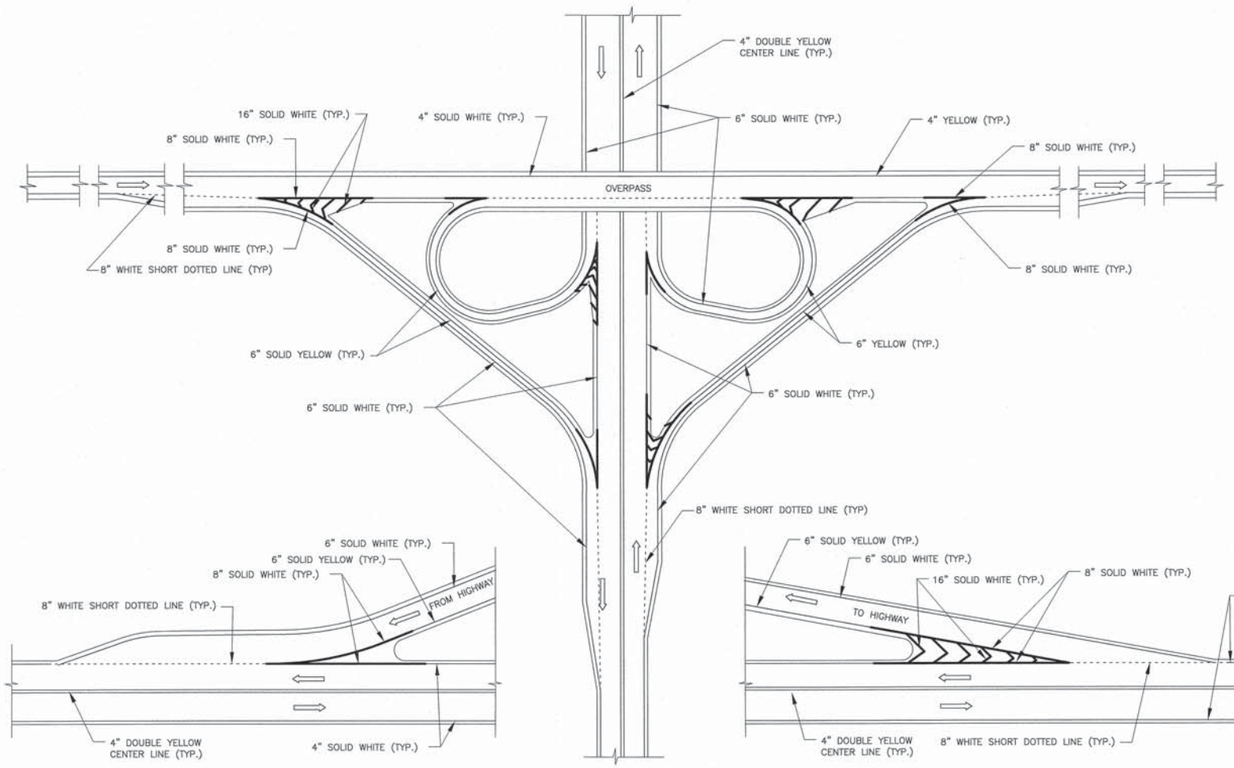
STATE OF NEW YORK · ROGER KEVIN WELD · LICENSED PROFESSIONAL ENGINEER · 075988

BY R. WELD, R.E.

Drawn by	D. NELSON
Checked by	S. BARKHO & F. AZER
Borough	ALL
Scale	NOT TO SCALE
Effective Date	12/01/2015

SHEET 1 OF 18

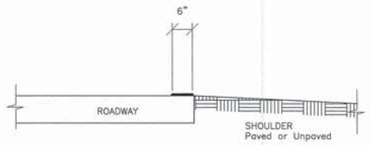
DRAWING NO. TCW-1



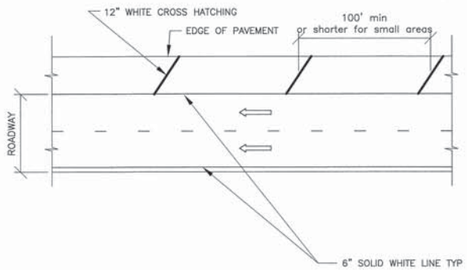
HIGHWAY EXIT GORE

CLOVER LEAF INTERCHANGE

HIGHWAY ENTRANCE GORE



EDGE LINE DETAIL



CROSS HATCHING ADJACENT TO EDGE LINE

NOTES:

1. This drawing repaces DWGS.: MC–89A; MG–443; MG–444.
2. The actual length of the gores and cross sections shall be designed by an engineer based on actual street layout and traffic conditions according to AASHTO requirements.
3. For city streets see typical drawing TSC–1.

NEW YORK CITY DOT

CITY OF NEW YORK DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING AND MANAGEMENT (TP&M)
28–11 Queens Plaza North L.I.C., N.Y. 11101

TYPICAL PAVEMENT MARKINGS

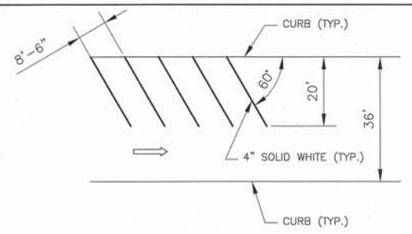
EDGE LINES FOR PARKWAYS & HIGHWAYS

STATE OF NEW YORK ROGER KEVIN WELD LICENSED PROFESSIONAL ENGINEER
APPROVED BY
ROGER K. WELD, P.E.

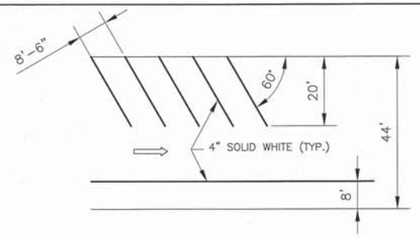
Drawn by D. NELSON
Checked by S. BARKHO & F. AZER
Borough ALL
Scale NOT TO SCALE
Effective Date 12/01/2015

SHEET 2 OF 18
DRAWING
NO. TEL–1

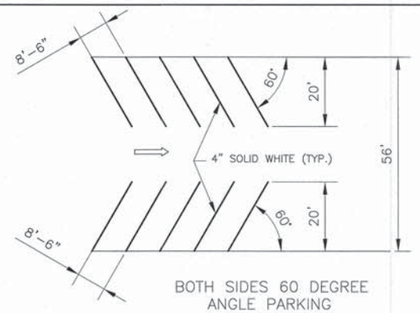
ONE WAY TRAFFIC



ONE SIDE 60 DEGREE ANGLE PARKING

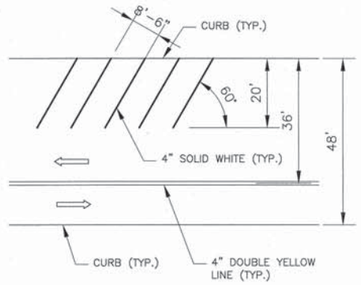


ONE SIDE 60 DEGREE ANGLE PARKING
OTHER SIDE PARALLEL PARKING

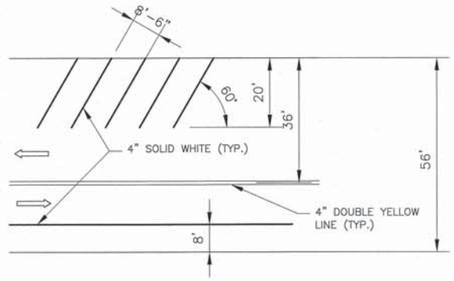


BOTH SIDES 60 DEGREE
ANGLE PARKING

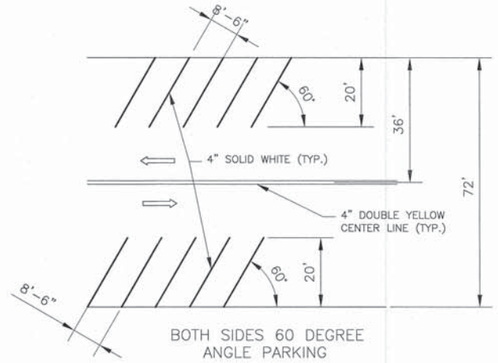
TWO WAY TRAFFIC



ONE SIDE 60 DEGREE ANGLE PARKING

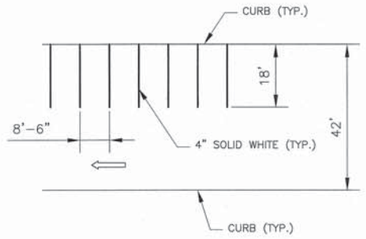


ONE SIDE 60 DEGREE ANGLE PARKING
OTHER SIDE PARALLEL PARKING

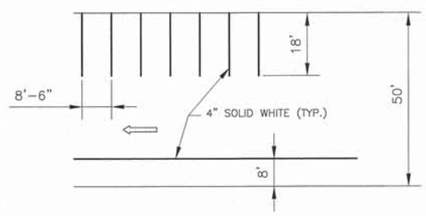


BOTH SIDES 60 DEGREE
ANGLE PARKING

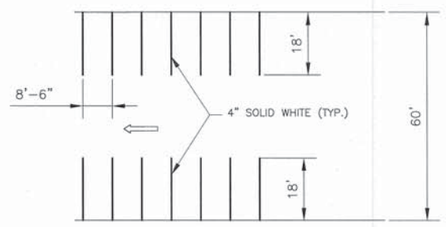
ONE WAY TRAFFIC



ONE SIDE 90 DEGREE ANGLE PARKING

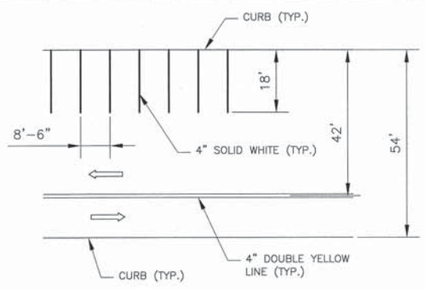


ONE SIDE 90 DEGREE ANGLE PARKING
OTHER SIDE PARALLEL PARKING

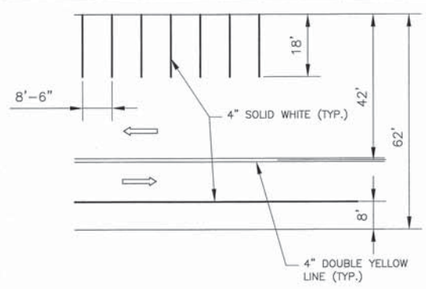


BOTH SIDES 90 DEGREE
ANGLE PARKING

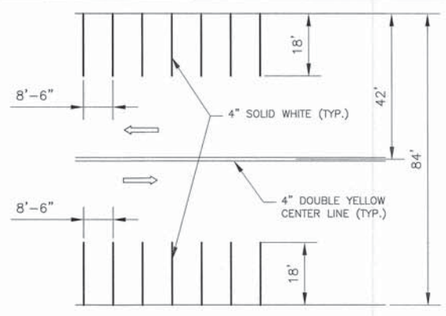
TWO WAY TRAFFIC



ONE SIDE 90 DEGREE ANGLE PARKING



ONE SIDE 90 DEGREE ANGLE PARKING
OTHER SIDE PARALLEL PARKING



BOTH SIDES 90 DEGREE
ANGLE PARKING

NOTES:

1. For 60° parking, if the parking stall width is increased from 8'-6" to 9', the minimum required parking stall depth shall be 18' instead of 20'.

NEW YORK CITY DOT

CITY OF NEW YORK DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING AND MANAGEMENT (TP&M)
28-11 Queens Plaza North L.I.C., N.Y. 11101

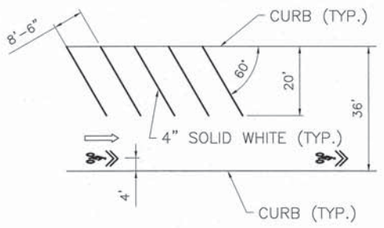
TYPICAL PAVEMENT MARKINGS
ANGLE PARKING

STATE OF NEW YORK ROGER KEVIN WEISS LICENSED PROFESSIONAL ENGINEER APPROVED BY COMMISSIONER P.E.

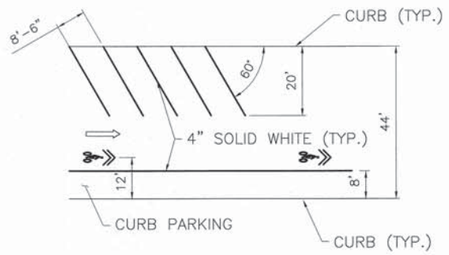
Drawn by	D. AMIN
Checked by	S. BARKHO & F. AZER
Borough	ALL
Scale	NOT TO SCALE
Effective Date	12/01/2015

SHEET 3 OF 18
DRAWING NO. TPK-1

BIKE ROUTE

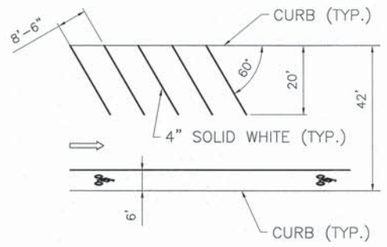


ONE SIDE ANGLE PARKING
OTHER SIDE NO PARKING

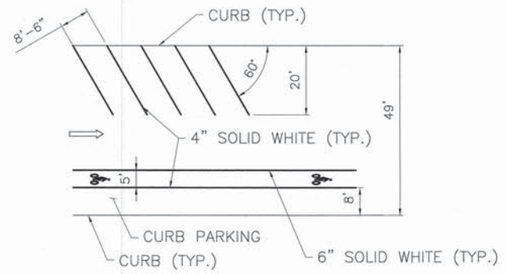


ONE SIDE ANGLE PARKING
OTHER SIDE PARALLEL PARKING

BIKE LANE

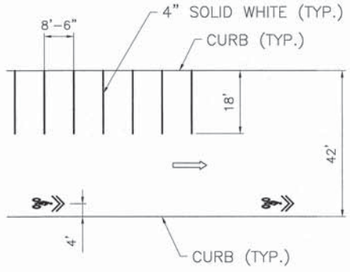


ONE SIDE ANGLE PARKING
OTHER SIDE NO PARKING

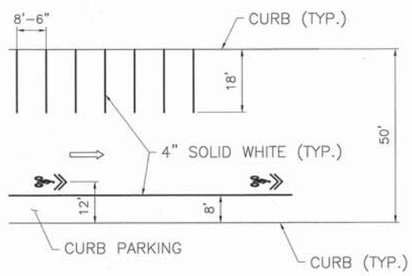


ONE SIDE ANGLE PARKING
OTHER SIDE PARALLEL PARKING

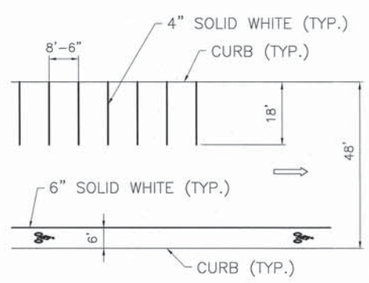
60 DEGREE BACK-IN ANGLE PARKING



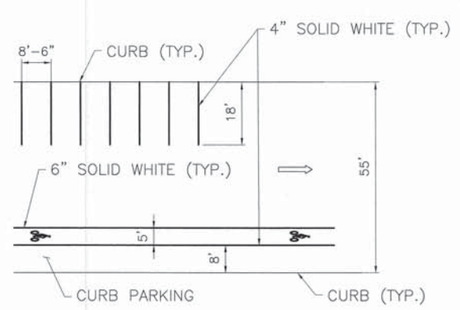
ONE SIDE ANGLE PARKING
OTHER SIDE NO PARKING



ONE SIDE ANGLE PARKING
OTHER SIDE PARALLEL PARKING



ONE SIDE ANGLE PARKING
OTHER SIDE NO PARKING



ONE SIDE ANGLE PARKING
OTHER SIDE PARALLEL PARKING

90 DEGREE BACK-IN ANGLE PARKING

NOTES:

1. For 60° parking, if the parking stall width is increased from 8'-6" to 9', the minimum required parking stall depth shall be 18' instead of 20'.

NEW YORK CITY DOT

CITY OF NEW YORK DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING AND MANAGEMENT (TP&M)
28-11 Queens Plaza North L.I.C., N.Y. 11101

TYPICAL PAVEMENT MARKINGS

BIKE ROUTES & BIKE LANES ALONG ANGLE PARKING

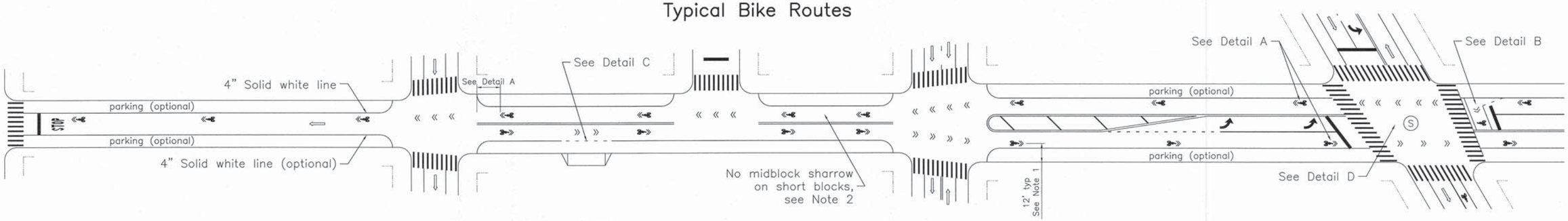
STATE OF NEW YORK · ROGER KEVIN WELD · LICENSED PROFESSIONAL ENGINEER

APPROVED BY R. WELD, P.E.

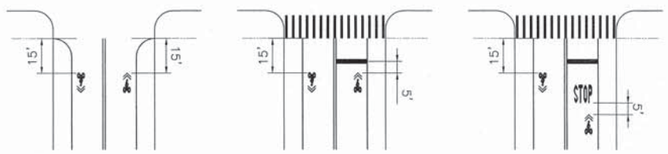
Drawn by	D. AMIN
Checked by	S. BARKHO & F. AZER
Borough	ALL
Scale	NOT TO SCALE
Effective Date	12/01/2015

SHEET 4 OF 18
DRAWING
NO. TBAP-1

Typical Bike Routes

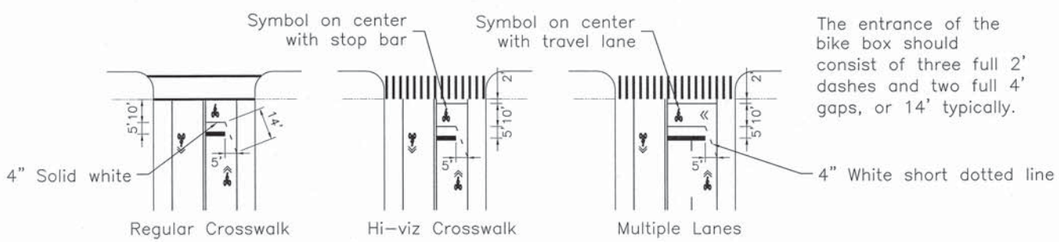


Detail A: Longitudinal Placement at Approaches



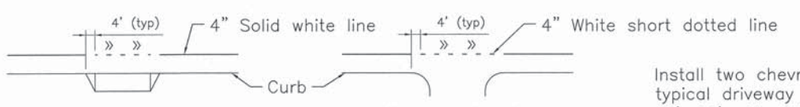
Sharrows should be placed 15' from the crosswalk or property line. Where a STOP message or other marking would obstruct the normal placement of the sharrow, the sharrow should be placed 5' from that marking.

Detail B: Bike Boxes along Bike Routes



The entrance of the bike box should consist of three full 2' dashes and two full 4' gaps, or 14' typically.

Detail C: Treatments across Driveways & Alleys

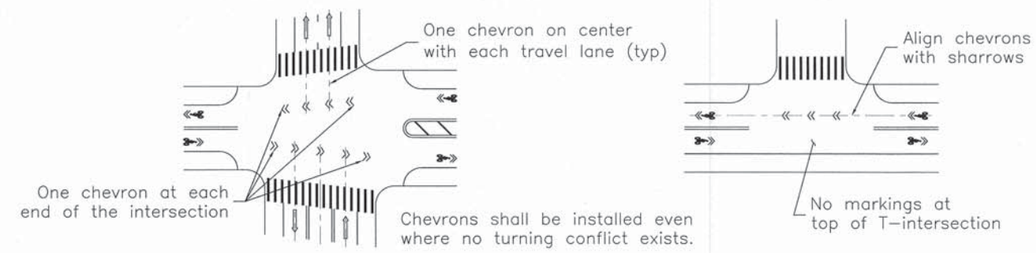


At driveways with frequent ingress/egress, break parking lane line with short dotted line across curb cut, including flares.

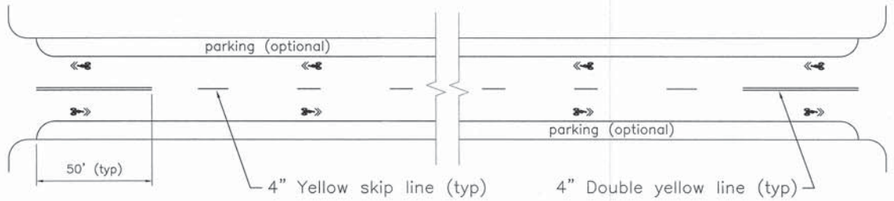
At alleyways, break parking lane line with short dotted line across alley, including curb returns.

Install two chevrons for a typical driveway or alley 10'–24' wide. More chevrons may be installed for wider driveways.

Detail D: Bike Route Intersection Markings



Typical Passing Permitted Shared Lanes



Treatment shall only be installed on blocks >550' with low volumes permitting a two-direction passing zone marking.

NOTES:

1. Sharrows should be 12' offset from the curb where there is curbside parking lane. In most others cases sharrows should be 4' offset from the curb or lane line.
2. In addition to the sharrows placed at the ends of the block in accordance with Detail A, a sharrow shall be placed at least every 100'.
3. Bike symbols, sharrows, and chevron shall be installed as per typical drawing TAR-1.
4. Some design features not annotated or dimensioned are provided for illustrative purposes.

NEW YORK CITY DOT

CITY OF NEW YORK DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING AND MANAGEMENT (TP&M)
28-11 Queens Plaza North L.I.C., N.Y. 11101

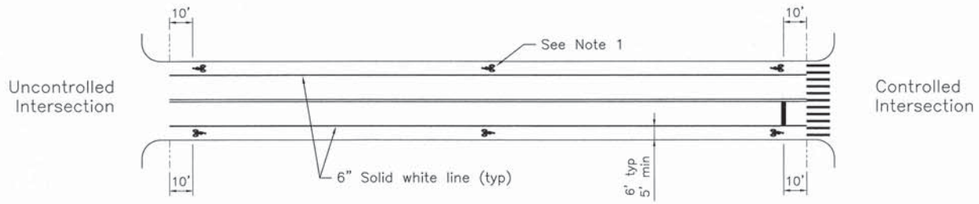
TYPICAL PAVEMENT MARKINGS
BIKE ROUTES

STATE OF NEW YORK ROGER KEVIN WELD LICENSED PROFESSIONAL ENGINEER

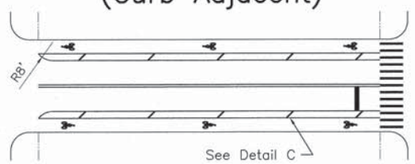
Drawn by	D. NELSON
Checked by	S. BARKHO & F. AZER
Borough	ALL
Scale	NOT TO SCALE
Effective Date	12/01/2015

SHEET 5 OF 18
DRAWING
NO. TBL-2

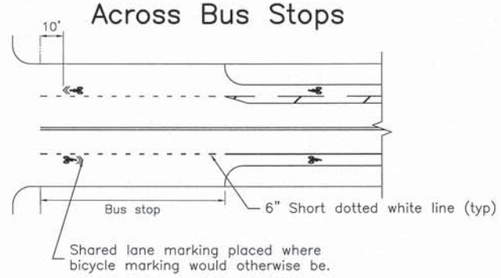
Typical Bike Lanes Adjacent to Curb



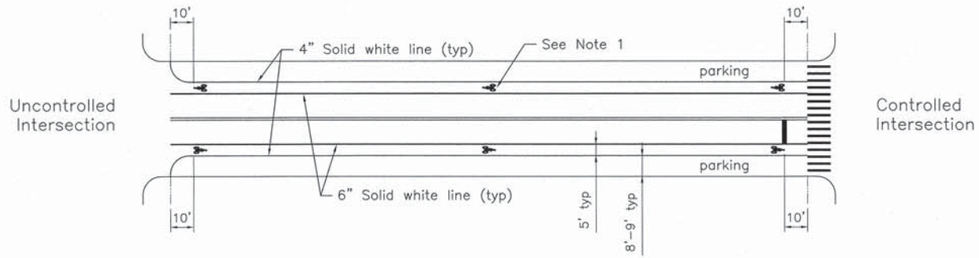
Typical Buffered Bike Lanes (Curb Adjacent)



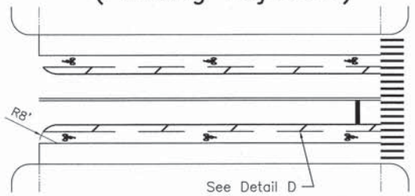
Detail E: Treatments Across Bus Stops



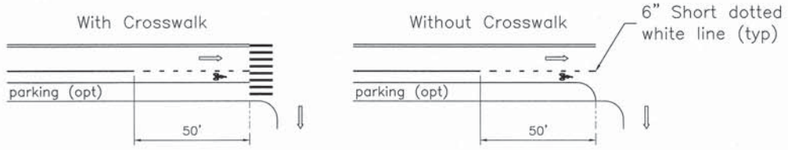
Typical Bike Lanes Adjacent to Parking



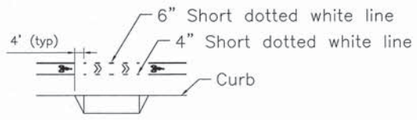
Typical Buffered Bike Lanes (Parking Adjacent)



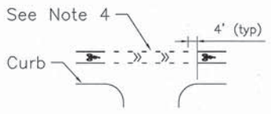
Detail A: Treatment at Right Turn Conflicts



Detail B: Treatments Across Driveways and Alleys

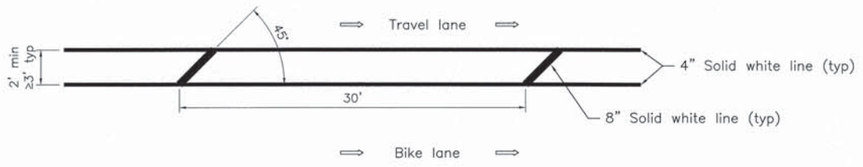


At driveways with frequent ingress/egress, break bike lane with short dotted line across curb cut, including flares.

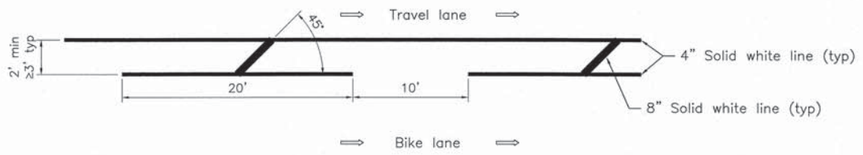


At alleyways, break bike lane lines with short dotted line across alley, including curb returns.

Detail C: Bike Lane Buffer (Parking Prohibited)



Detail D: Bike Lane Buffer (Parking Permitted)



NOTES:

1. Bicycle symbols shall be installed at each end each block with additional symbols at least every 200'. For typical blocks of 450' or less, a single midblock symbol is typical.
2. Bicycle symbols, sharrows, and chevrons shall be installed as per typical drawing TAR–1.
3. Some design features not annotated or dimensioned are provided for illustrative purposes.
4. Install two chevrons for a typical driveway or alley 10'–24' wide. More chevrons may be installed for wider driveways or alleys.
5. Unpaved area shall extend out approx. 3" from all four sides of a symbol. Green paint may be omitted where the bike lane is not wide enough to accommodate at least 4" of green paint between the unpainted area and the lane stripe.
6. This drawings replaces TBB–1.

NEW YORK CITY DOT

CITY OF NEW YORK DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING AND MANAGEMENT (TP&M)
28–11 Queens Plaza North L.I.C., N.Y. 11101

TYPICAL PAVEMENT MARKINGS

BIKE LANES & BUFFERED BIKE LANES

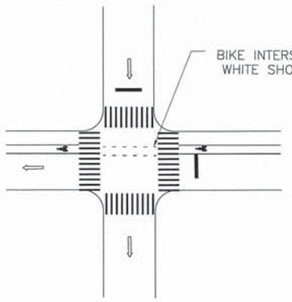
Drawn by D. NELSON
Checked by S. BARKHO
Borough ALL
Scale NOT TO SCALE
Effective Date 06/27/2016

SHEET 6 OF 18
DRAWING
NO. TBL–1

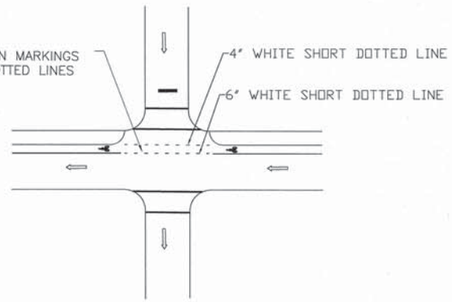
STREETS WITH ONE-WAY BICYCLE LANE DIRECTION

NO TURNING CONFLICT

WITH CROSSWALKS



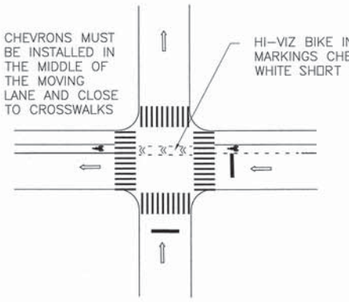
NO CROSSWALKS



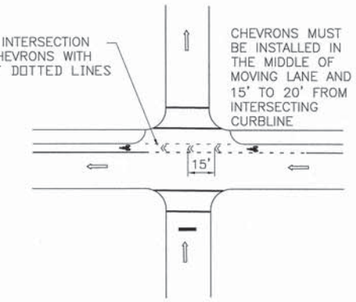
CROSS STREET WITH SINGLE OR MULTIPLE MOVING LANES

WITH TURNING CONFLICT

WITH CROSSWALKS

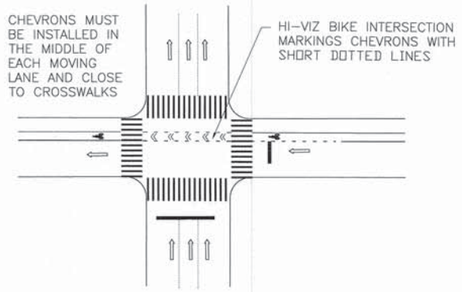


NO CROSSWALKS



CROSS STREET WITH SINGLE MOVING LANE

WITH AND WITHOUT TURNING CONFLICT



CROSS STREET WITH MULTIPLE MOVING LANES

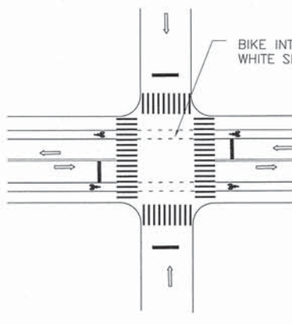
NOTES:

1. In non-typical cases with complex street geometry, design shall be done by engineer with implementation of the principles diagrammed on this drawing.
2. For intersection markings along bike routes, see typical drawing TBL-2.
3. For intersections where bike lanes transition to bike routes, chevrons should be placed across intersection regardless of whether a turning conflict exists. Additionally, the bike lane may extend into the intersection as two short dotted lines as determined by the engineer.

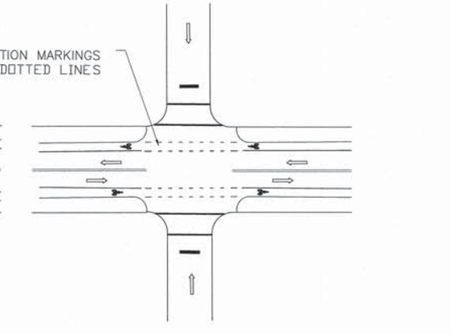
STREETS WITH TWO-WAY BICYCLE LANE DIRECTIONS

NO TURNING CONFLICT

WITH CROSSWALKS



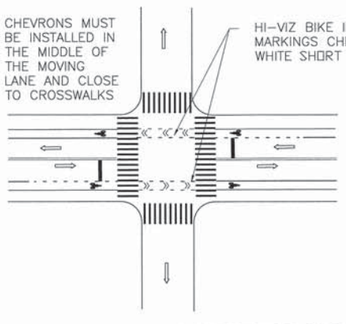
NO CROSSWALKS



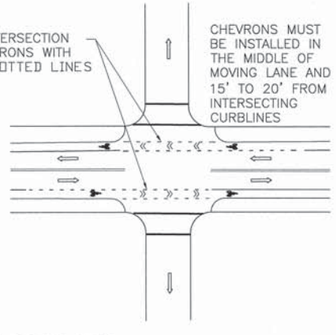
CROSS STREET WITH SINGLE OR MULTIPLE MOVING LANES

WITH TURNING CONFLICT

WITH CROSSWALKS

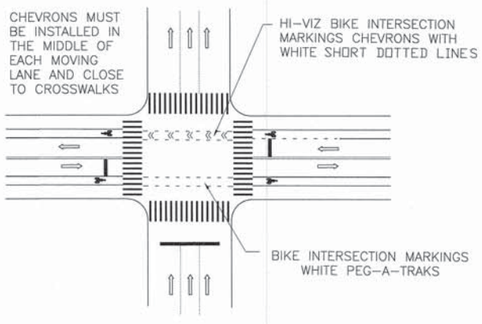


NO CROSSWALKS



CROSS STREET WITH SINGLE MOVING LANE

WITH AND WITHOUT TURNING CONFLICT



CROSS STREET WITH MULTIPLE MOVING LANES

NEW YORK CITY DOT

CITY OF NEW YORK DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING AND MANAGEMENT (TP&M)
28-11 Queens Plaza North L.I.C., N.Y. 11101

TYPICAL PAVEMENT MARKINGS

BIKE LANES THROUGH INTERSECTIONS

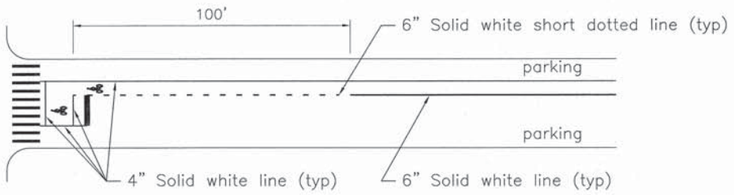
STATE OF NEW YORK ROBB KEVIN REED LICENSED PROFESSIONAL ENGINEER

APPROVED
BY _____ P.E.

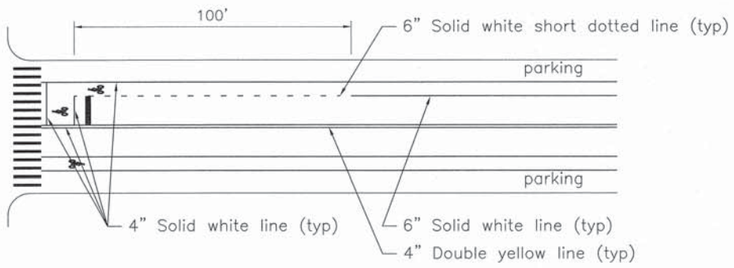
Drawn by D. AMIN
Checked by S. BARKHO & F. AZER
Borough ALL
Scale NOT TO SCALE
Effective Date 12/01/2015

SHEET 7 OF 18
DRAWING
NO. TBI-1

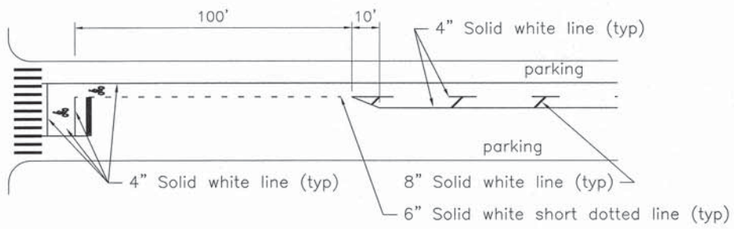
Typical Bike Box on a One–Way Street



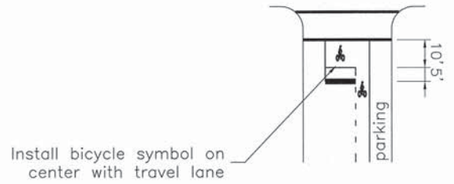
Typical Bike Box on a Two–Way Street



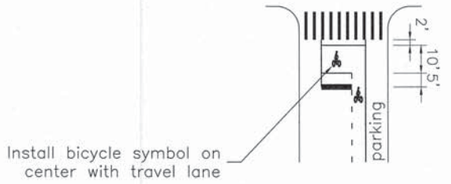
Typical Bike Box w/ a Buffered Bike Lane



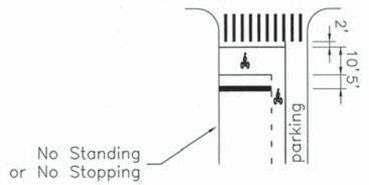
Detail A: Bike Box at Std Xwalks



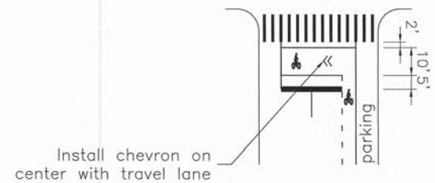
Detail B: Bike Box at Hi–Viz Xwalks



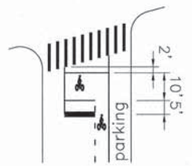
Detail D: Bike Box w/o Parking on Opposite Side



Detail C: Bike Box across Multiple Lanes

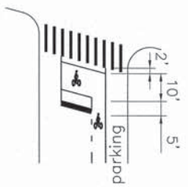


Detail E: Bike Box at Crosswalk Angled Backwards



Perpendicular design avoids tight ingress to bike box from bike lane.

Detail F: Bike Box at Crosswalks Angled Forwards



NOTES:

1. Class III bike boxes are not shown here and shall be installed as per typical drawing TBL–2.

NEW YORK CITY DOT

CITY OF NEW YORK DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING AND MANAGEMENT (TP&M)
28–11 Queens Plaza North L.I.C., N.Y. 11101

TYPICAL PAVEMENT MARKINGS

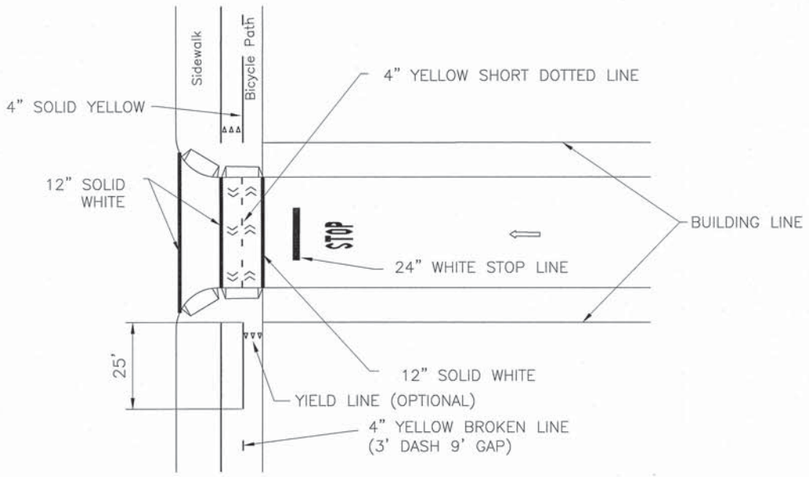
BIKE BOXES FOR BIKE LANES

STATE OF NEW YORK · ROBERT KEVIN WILCOX · 076424 · LICENSED PROFESSIONAL ENGINEER
APPROVED BY ROBERT K. WILCOX, P.E.

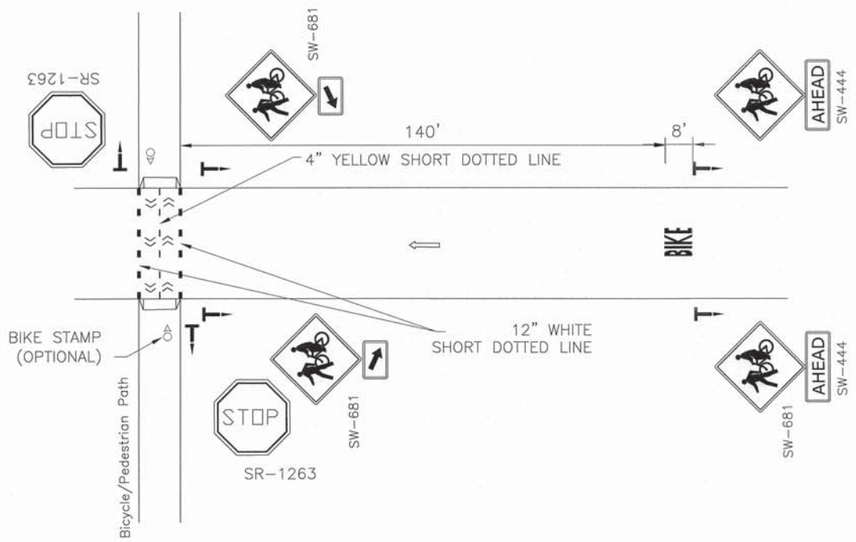
Drawn by	D. NELSON
Checked by	S. BARKHO & F. AZER
Borough	ALL
Scale	NOT TO SCALE
Effective Date	12/01/2015

SHEET 8 OF 18
DRAWING
NO. TBX–1

STOP CONTROLLED BIKE PATH WITH STANDARD CROSSWALK

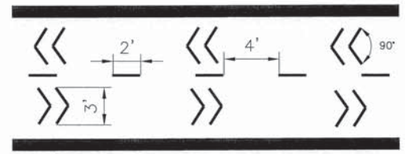


UNCONTROLLED SHARED BICYCLE / PEDESTRIAN PATH

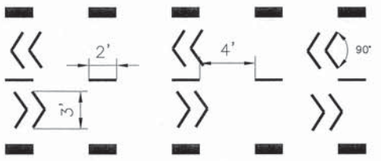


CROSSING MARKINGS DETAILS

STOP OR SIGNAL CONTROLLED

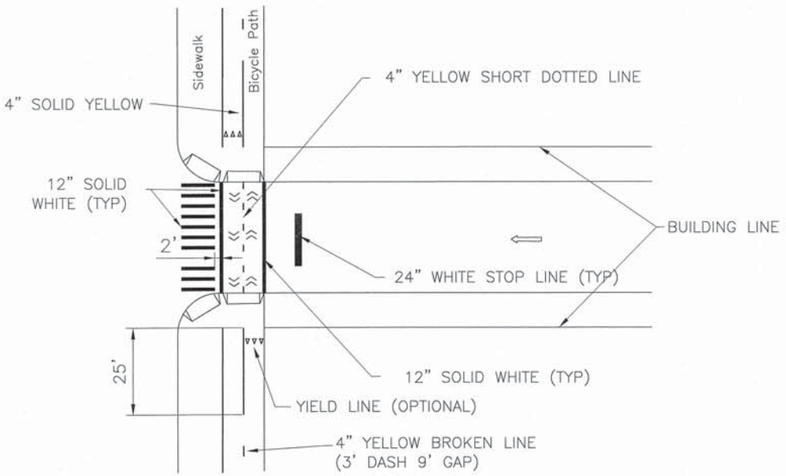


UNCONTROLLED

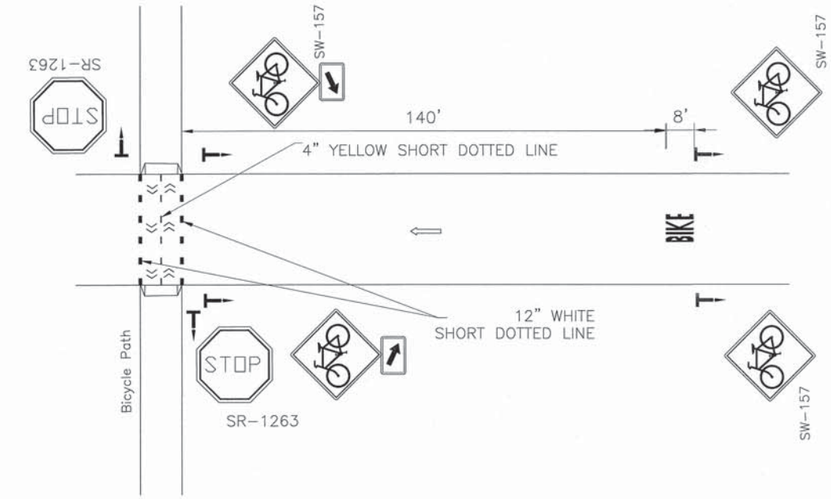


- One pair of chevrons must be added for each additional moving lane positioned at the center of the lane
- For crosswalk detail see typical drawing TCW-1

STOP CONTROLLED OR SIGNALIZED BIKE PATH WITH HI-VIS CROSSWALK



UNCONTROLLED BICYCLE PATH



NEW YORK CITY DOT

CITY OF NEW YORK DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING AND MANAGEMENT (TP&M)
28-11 Queens Plaza North L.I.C., N.Y. 11101

TYPICAL PAVEMENT MARKINGS

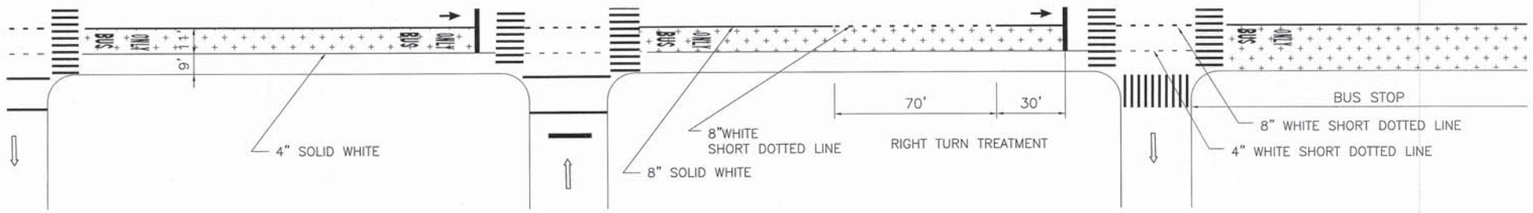
BIKE PATH CROSSINGS

STATE OF NEW YORK — WILLIS KEVIN WEAR — 082139 — LICENSED PROFESSIONAL ENGINEER
APPROVED FOR
BY NICHOLAS SCHOLD, P.E.

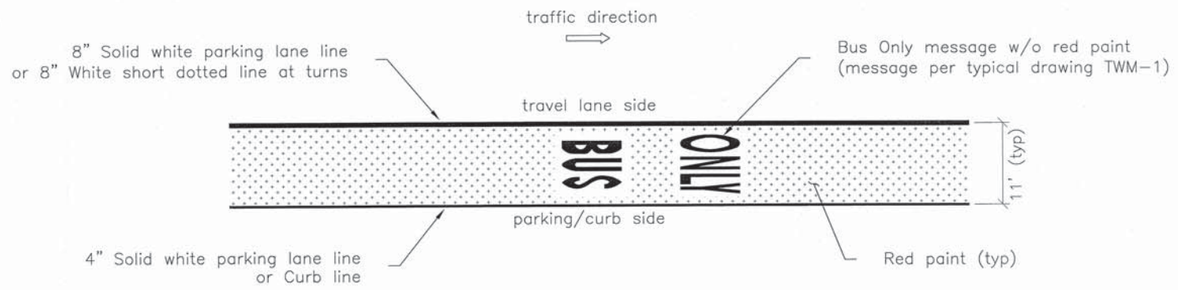
Drawn by D. AMIN
Checked by S. BARKHO & F. AZER
Borough ALL
Scale NOT TO SCALE
Effective Date 12/01/2015

SHEET 9 OF 18
DRAWING
NO. TBP-1

TYPICAL BUS LANE



BUS LANE DETAIL



NEW YORK CITY DOT

CITY OF NEW YORK DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING AND MANAGEMENT (TP&M)
28-11 Queens Plaza North L.I.C., N.Y. 11101

TYPICAL PAVEMENT MARKINGS
BUS LANES

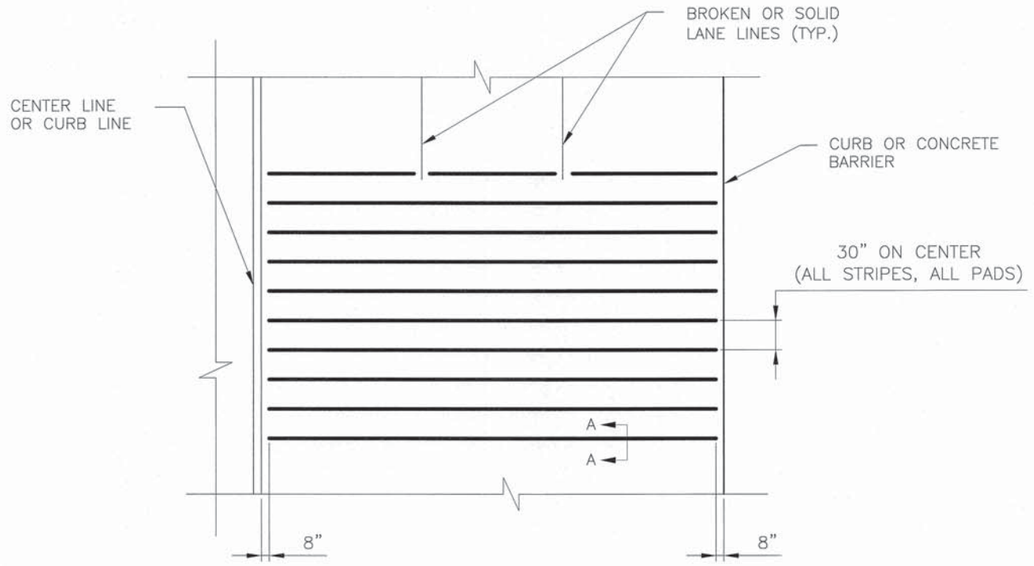
STATE OF NEW YORK ROGER KEVIN WELD LICENSED PROFESSIONAL ENGINEER

APPROVED BY P.E.

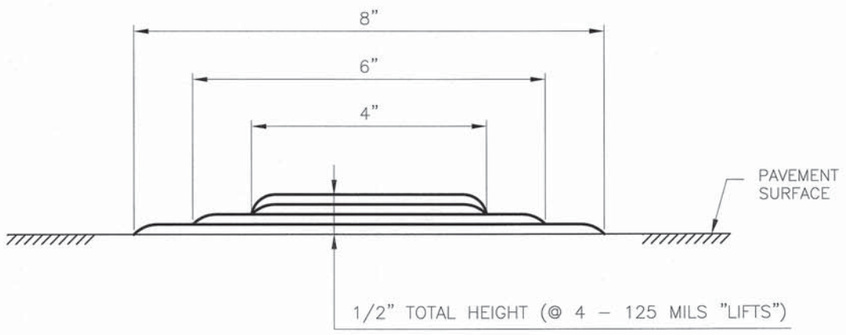
Drawn by D. NELSON & F. AZER
Checked by S. BARKHO & F. AZER
Borough ALL
Scale NOT TO SCALE
Effective Date 12/01/2015

SHEET 10 OF 18
DRAWING
NO. TBUS-1

TYPICAL RUMBLE STRIP

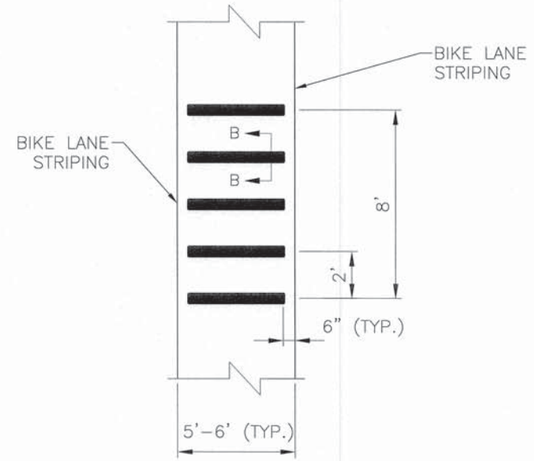


PLAN VIEW
RUMBLE STRIP
(ONE LOCATION)

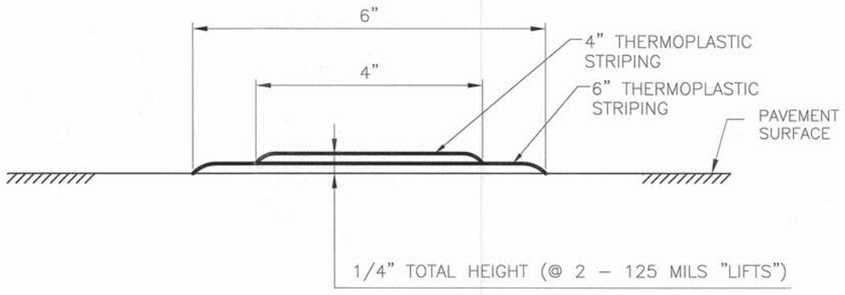


CROSS SECTION DETAIL A–A:
SINGLE TYPICAL STRIPE

TYPICAL BICYCLE RUMBLE STRIP



PLAN VIEW
RUMBLE STRIP
(ONE LOCATION)



CROSS SECTION DETAIL B–B:
SINGLE TYPICAL STRIPE

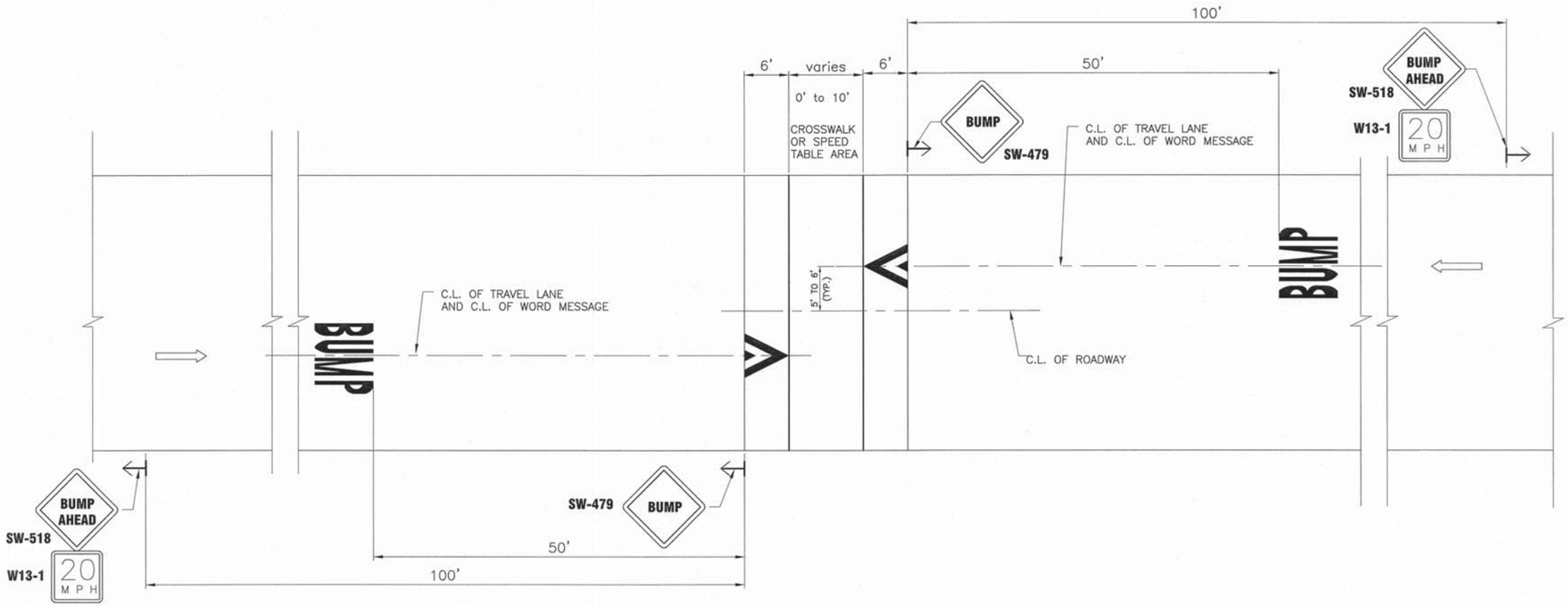
NEW YORK CITY DOT

CITY OF NEW YORK DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING AND MANAGEMENT (TP&M)
28–11 Queens Plaza North L.I.C., N.Y. 11101

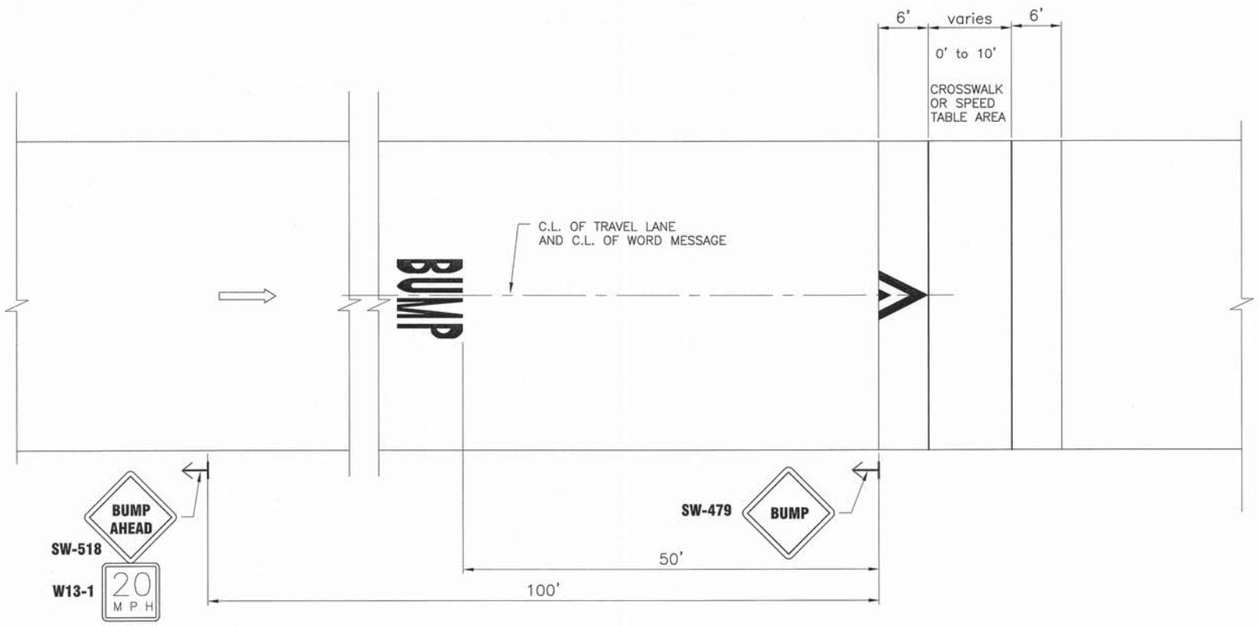
TYPICAL PAVEMENT MARKINGS
RUMBLE STRIPS

Drawn by K. KUSMICK
Checked by S. BARKHO & F. AZER
Borough ALL
Scale NOT TO SCALE
Effective Date 12/01/2015

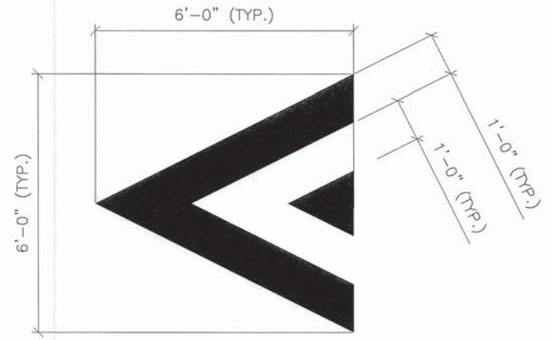
SHEET 11 OF 18
DRAWING
NO. TRS–1



SPEED BUMP SYMBOL AND WORD MESSAGE INSTALLATION FOR TWO–WAY STREETS



SPEED BUMP SYMBOL AND WORD MESSAGE INSTALLATION FOR ONE–WAY STREETS



"BUMP" SYMBOL LAYOUT

NOTES:

1. On multilane roadways one bump symbol and one word message shall be installed for each travel lane.
2. For bump message detail see typical drawing TWM–1.
3. For streets with bike lanes see typical drawing TSR–1.

NEW YORK CITY DOT

CITY OF NEW YORK DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING AND MANAGEMENT (TP&M)
28–11 Queens Plaza North L.I.C., N.Y. 11101

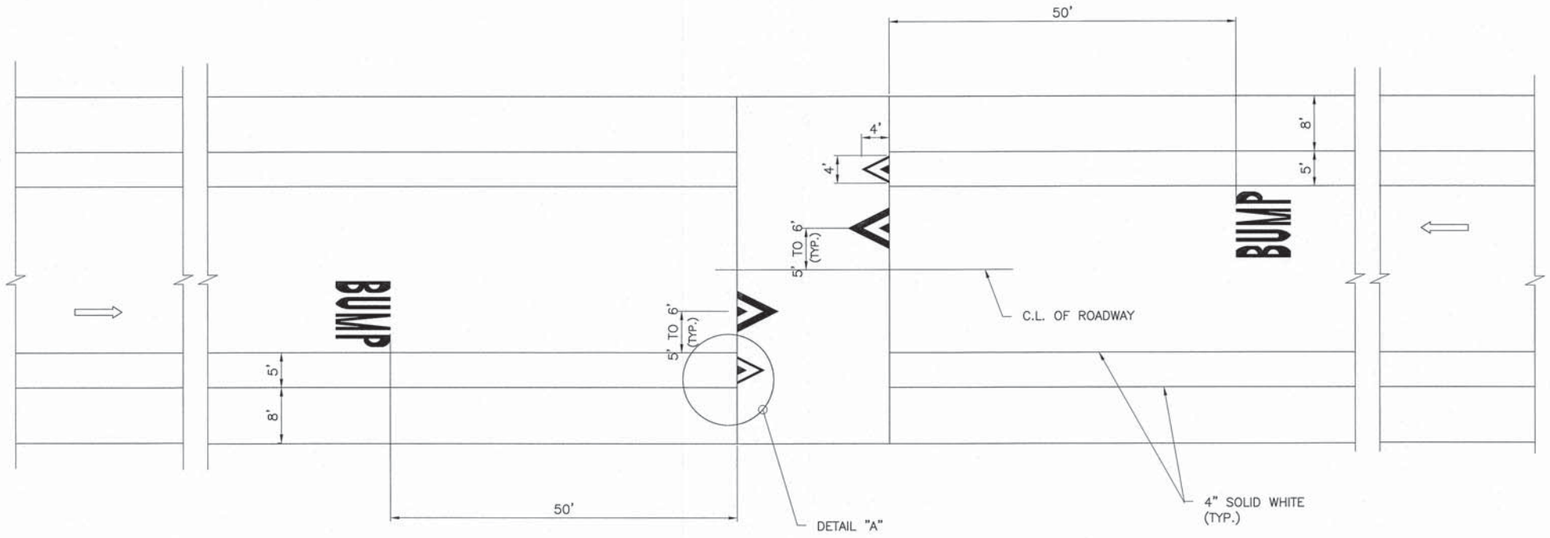
TYPICAL PAVEMENT MARKINGS

SPEED BUMP MARKINGS

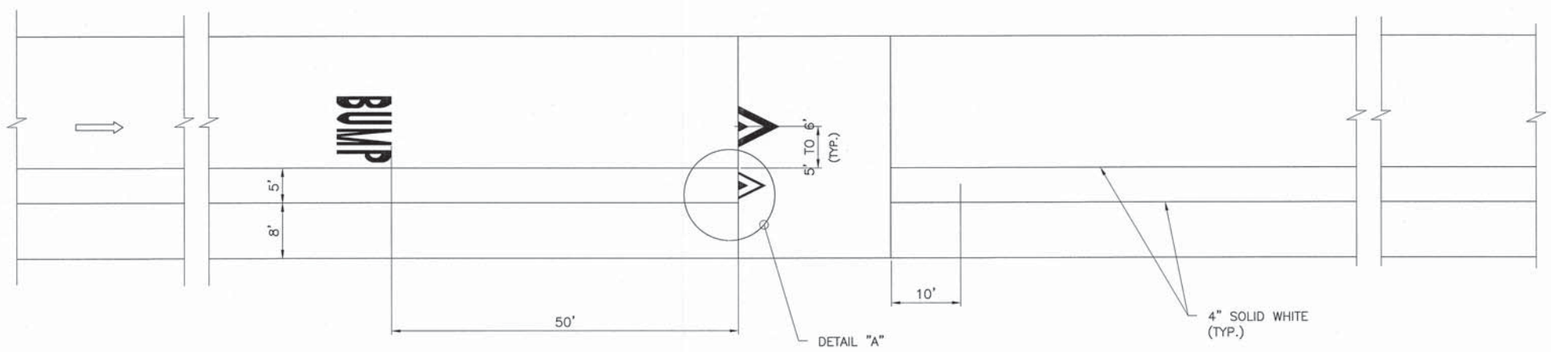
STATE OF NEW YORK — KEVIN WARD — LICENSED PROFESSIONAL ENGINEER — P.E.

Drawn by M.F.
Checked by S. BARKHO & F. AZER
Borough ALL
Scale NOT TO SCALE
Effective Date 12/01/2015

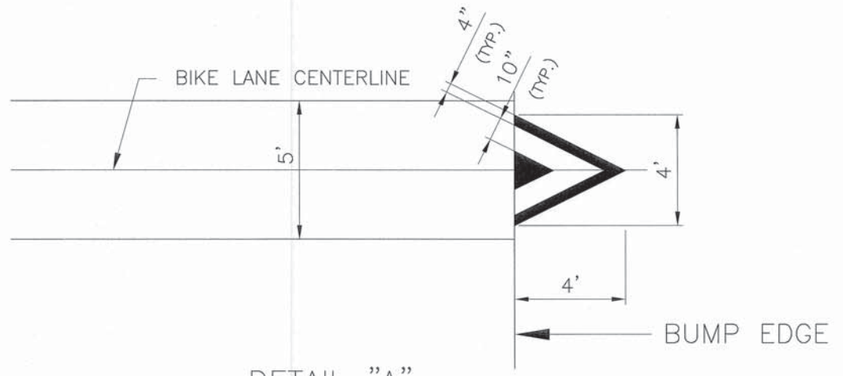
SHEET 12 OF 18
DRAWING
NO. TSB–1



INSTALLATION FOR TWO-WAY STREETS



INSTALLATION FOR ONE-WAY STREETS



DETAIL "A"

NOTES:

1. For speed bump markings installation see typical drawing TSB-1.

NEW YORK CITY DOT

CITY OF NEW YORK DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING AND MANAGEMENT (TP&M)
28-11 Queens Plaza North L.I.C., N.Y. 11101

TYPICAL PAVEMENT MARKINGS

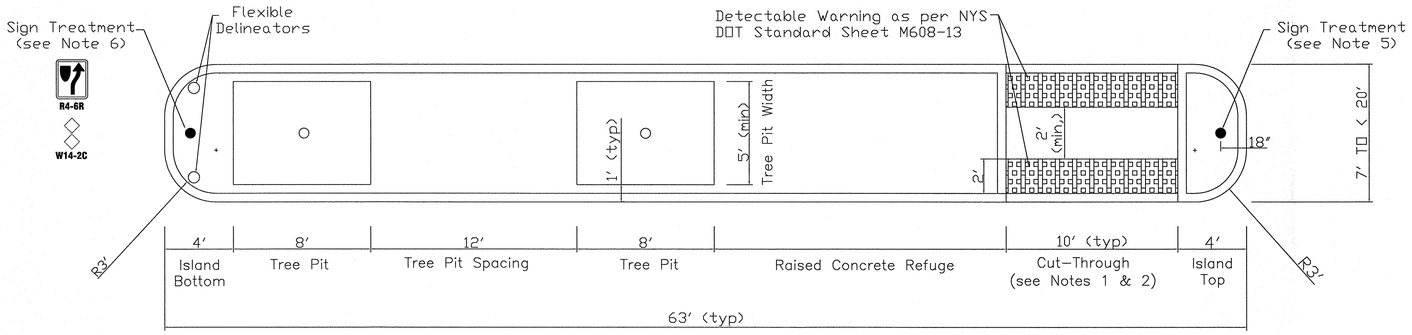
SPEED REDUCERS FOR BIKE LANES AT SPEED BUMPS

STATE OF NEW YORK MOHAMMAD KEVIN AMIN LICENSED PROFESSIONAL ENGINEER P.E.

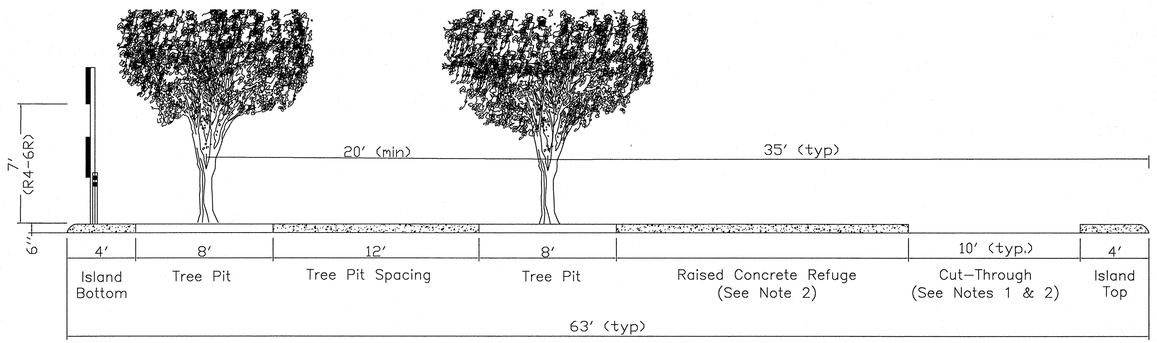
Drawn by D. AMIN
Checked by S. BARKHO & F. AZER
Borough ALL
Scale NOT TO SCALE
Effective Date 12/01/2015

SHEET 13 OF 18
DRAWING
NO. TSR-1

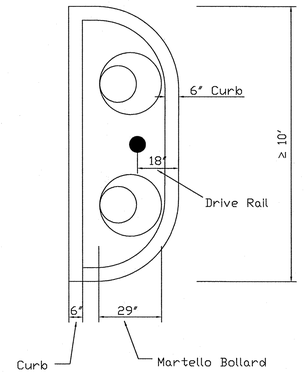
Typical 7' to <20' Width Island (Plan)



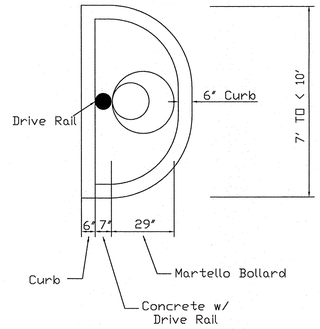
Typical 7' to <20' Width Island (Side Elevation)



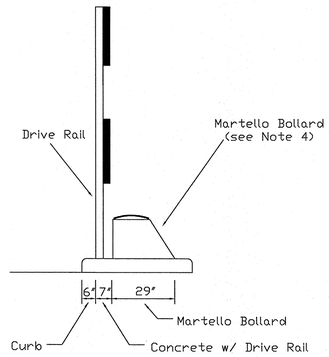
Detail 1: ≥10' Island Top w/ Double Bollards



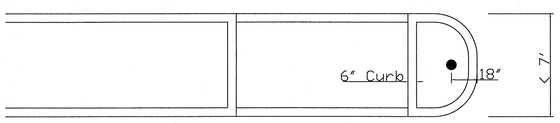
Detail 2: 7' to <10' Island Top w/ Single Bollard (Plan)



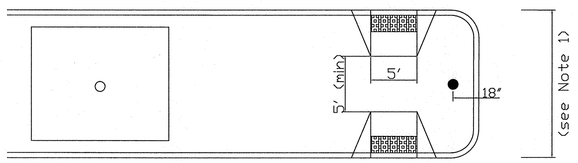
Detail 3: 7' to <10' Island Top w/ Single Bollard (Elevation)



Detail 4: <7' Width Island Plan w/o Detectable Warning Mat



Detail 5: ≥20' Width Island Plan w/ Ped Ramps (see Note 1)



NOTES:

1. For medians 20' and wider, instead of a cut-through, pedestrian ramps with 1:12 max. grade and 5' min. landing area shall be used (as per NYS DOT Standard Sheet M808-13). For islands 16' to <20', pedestrian ramps can be considered if the curb height is lowered to accommodate the 1:12 required ramp grade while maintain the 5' min landing area.
2. Cut-through and raised concrete refuge widths shall be based on width of sidewalk approaching the island according to the following table:

Sidewalk width	12'	13'	≥14'
Cut-through	8' min	9'	10' max

3. Engineering judgement shall be used to determine the size of raised refuge and cut-through for islands with special conditions.
4. Martello Bollard(s) to be included where left-hand turn movement is made towards the island, or otherwise determined to be necessary based on traffic conditions and analyses.
5. Signs are subject to engineering judgement. Signs should be used where it is not readily apparent that traffic is required to keep to the right.

NEW YORK CITY DOT

CITY OF NEW YORK DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING AND MANAGEMENT (TP&M)
28-11 Queens Plaza North L.I.C., N.Y. 11101

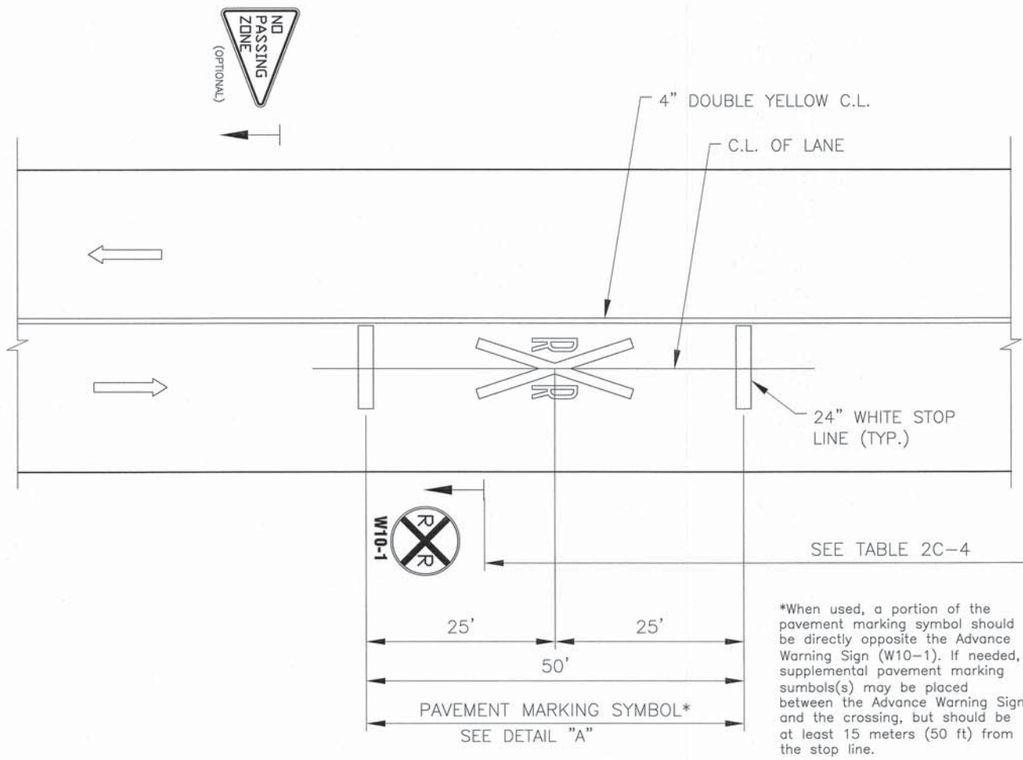
TYPICAL PAVEMENT MARKINGS

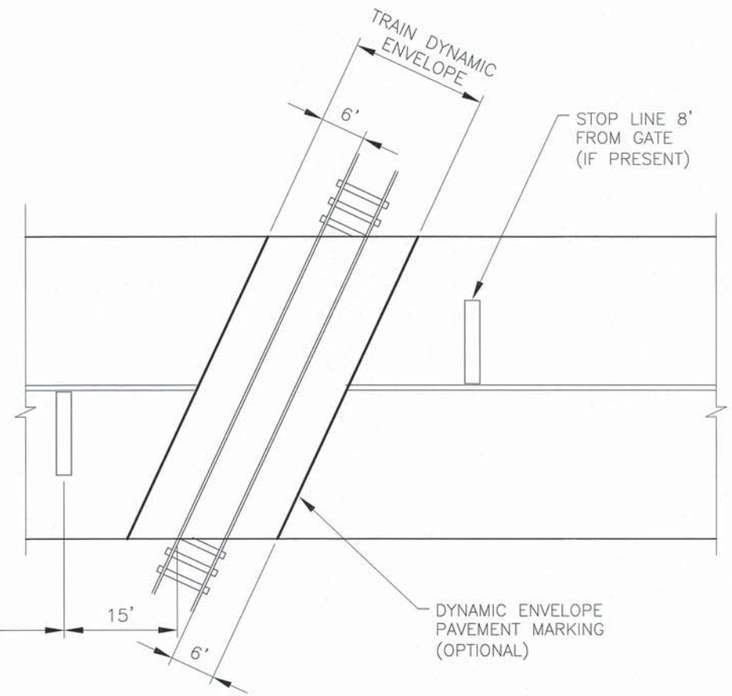
TYPICAL PLANTED PEDESTRIAN ISLAND

APPROVED BY: STATE OF NEW YORK ROGER KEVIN WADE LICENSED PROFESSIONAL ENGINEER No. 075898

Drawn by R. EGAN
Checked by S. BARKHO
Borough ALL
Scale NOT TO SCALE
Effective Date 09/02/2016

SHEET 14 OF 18
DRAWING
NO. TRF-2

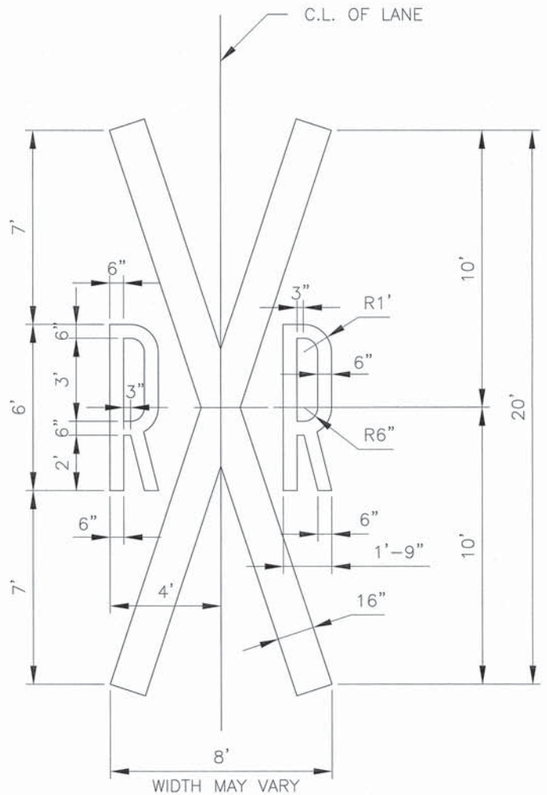




*When used, a portion of the pavement marking symbol should be directly opposite the Advance Warning Sign (W10-1). If needed, supplemental pavement marking sumbols(s) may be placed between the Advance Warning Sign and the crossing, but should be at least 15 meters (50 ft) from the stop line.

A three-lane roadway should be marked with a centerline for two-lane approach operation on the approach to a crossing.

On multi-lane roads, the transverse bands should extend across all approach lanes, and individual RXR symbols should be used in each approach lane.



DETAIL "A"
3/16"=1'-0"

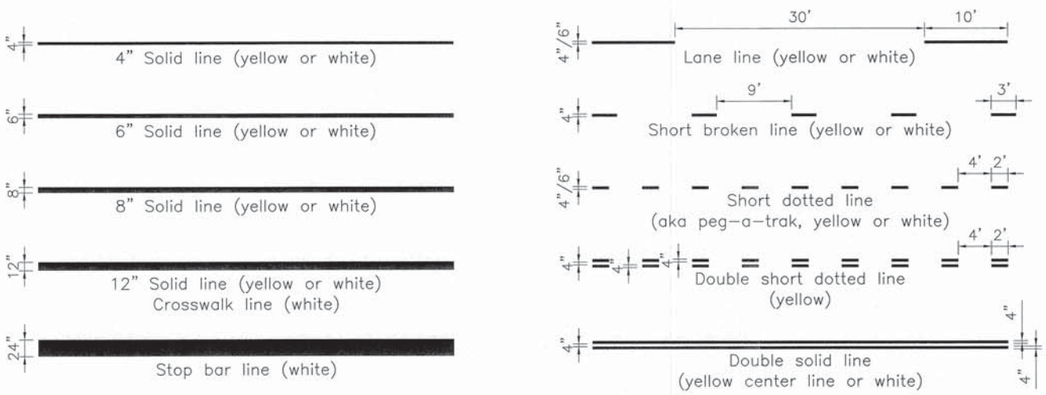
Table 2C-4. Guidelines for Advance Placement of Warning Signs

Posted or 85th-Percentile Speed	Advance Placement Distance[3]								
	Condition A: Speed reduction and lane changing in heavy traffic[2]	Condition B: Deceleration to the listed advisory speed (mph) for the condition							
		0[3]	10[4]	20[4]	30[4]	40[4]	50[4]	60[4]	70[4]
20 mph	225 ft	100 ft[6]	N/A[5]	—	—	—	—	—	—
25 mph	325 ft	100 ft[6]	N/A[5]	N/A[5]	—	—	—	—	—
30 mph	460 ft	100 ft[6]	N/A[5]	N/A[5]	—	—	—	—	—
35 mph	565 ft	100 ft[6]	N/A[5]	N/A[5]	N/A[5]	—	—	—	—
40 mph	670 ft	125 ft	100 ft[6]	100 ft[6]	N/A[5]	—	—	—	—
45 mph	775 ft	175 ft	125 ft	100 ft[6]	100 ft[6]	N/A[5]	—	—	—
50 mph	885 ft	250 ft	200 ft	175 ft	125 ft	100 ft[6]	—	—	—
55 mph	990 ft	325 ft	275 ft	225 ft	200 ft	125 ft	N/A[5]	—	—
60 mph	1,100 ft	400 ft	350 ft	325 ft	275 ft	200 ft	100 ft[6]	—	—
65 mph	1,200 ft	475 ft	450 ft	400 ft	350 ft	275 ft	200 ft	100 ft[6]	—
70 mph	1,250 ft	550 ft	525 ft	500 ft	450 ft	375 ft	275 ft	150 ft	—
75 mph	1,350 ft	650 ft	625 ft	600 ft	550 ft	475 ft	375 ft	250 ft	100 ft[6]

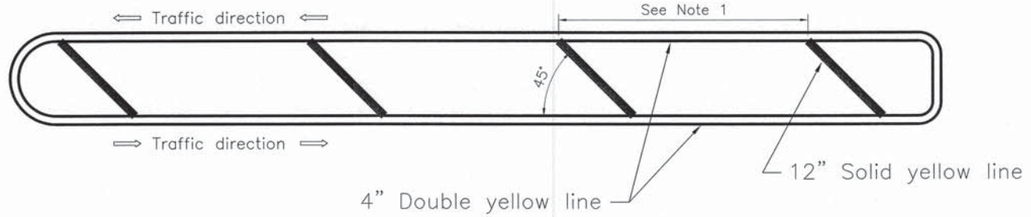
NOTES:

1. The distances are adjusted for a sign legibility distance of 180 feet for Condition A. The distances for Condition B have been adjusted for a sign legibility distance of 250 feet, which is appropriate for an alignment warning symbol sign. For Conditions A and B, warning signs with less than 6-inch legend or more than four words, a minimum of 100 feet should be added to the advance placement distance to provide adequate legibility of the warning sign.
2. Typical conditions are locations where the road user must use extra time to adjust speed and change lanes in heavy traffic because of a complex driving situation. Typical signs are Merge and Right Lane Ends. The distances are determined by providing the driver a PRT of 14.0 to 14.5 seconds for vehicle maneuvers (2005 AASHTO Policy, Exhibit 3-3, Decision Sight Distance, Avoidance Maneuver E) minus the legibility distance of 180feet for the appropriate sign.
3. Typical condition is the warning of a potential stop situation. Typical signs are Stop Ahead, Yield Ahead, Signal Ahead, and Intersection Warning signs. The distances are based on the 2005 AASHTO Policy, Exhibit 3-1, Stopping Sight Distance, providing a PRT of 2.5 seconds, a deceleration rate of 11.2 feet/second2, minus the sign legibility distance of 180 feet.
4. Typical conditions are locations where the road user must decrease speed to maneuver through the warned condition. Typical signs are Turn, Curve, Reverse Turn, or Reverse Curve. The distance is determined by providing a 2.5 second PRT, a vehicle deceleration rate of 10 feet/second2, minus the sign legibility distance of 250 feet.
5. No suggested distances are provided for these speeds, as the placement location is dependent on site conditions and other signing. An alignment warning sign may be placed anywhere from the point of curvature up to 100 feet in advance of the curve. However, the alignment warning sign should be installed in advance of the curve and at least 100 feet from any other signs.
6. The minimum advance placement distance is listed as 100 feet to provide adequate spacing between signs.

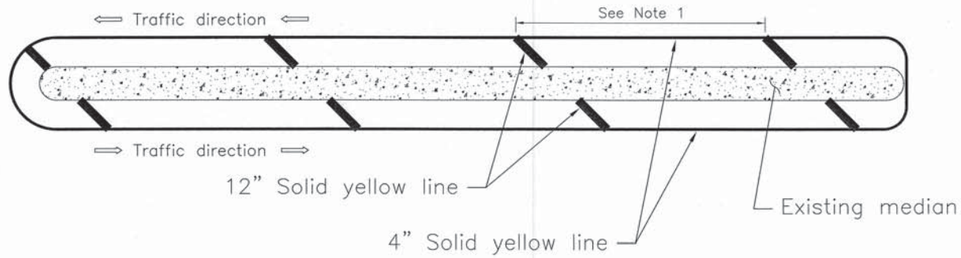
Typical Striping Details



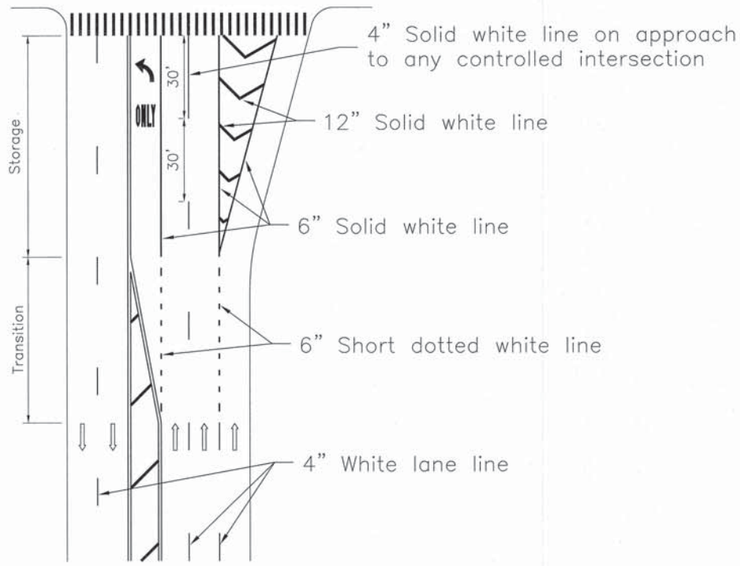
Typical Flush Median Striping



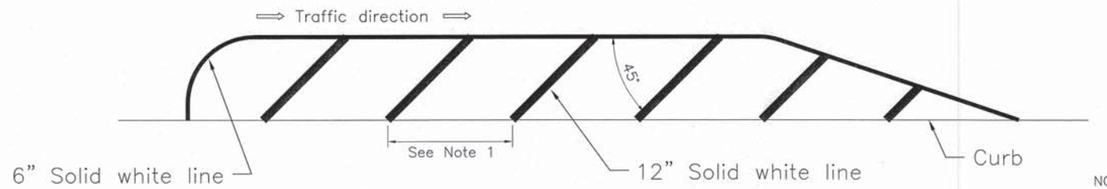
Typical Extended Median Striping



Typical Striping Layout



Typical Curbside Channelization Striping



NOTES:

1. On local streets, the spacing between cross hatch lines shall be specified based on engineering judgement. Spacing of 30' is appropriate for most applications.
2. On all highways, gores and striping shall be installed as per NYS DOT drawing number 685-01 Pavement Marking Details sheets 3-5 of 9.
3. The actual length of gores and cross hatching shall be designed by an engineer based on actual street layout and traffic conditions according to AASHTO requirements.
4. Tapers and returns shown for illustrative purposes only and shall be designed based on engineering judgement.

NEW YORK CITY DOT

CITY OF NEW YORK DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING AND MANAGEMENT (TP&M)
28-11 Queens Plaza North L.I.C., N.Y. 11101

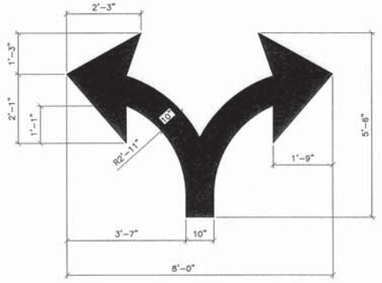
TYPICAL PAVEMENT MARKINGS
STRIPING & CROSS HATCHING

APPROVED BY

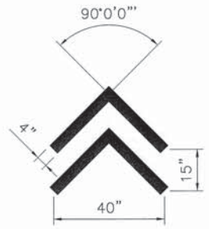
Drawn by	D. NELSON
Checked by	S. BARKHO & F. AZER
Borough	ALL
Scale	NOT TO SCALE
Effective Date	12/01/2015

SHEET 16 OF 18
DRAWING NO. TSC-1

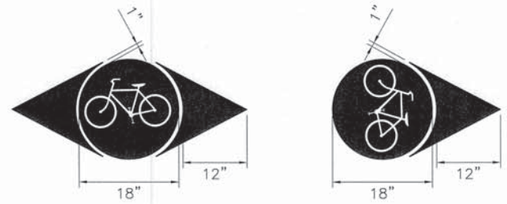
Left & Right Only Arrow



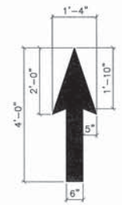
Bicycling Facility Chevron



Bicycling Facility Stamp for Use in Pedestrian Areas



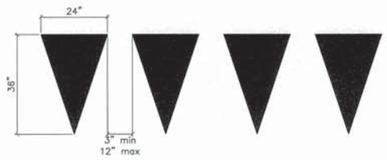
Bicycling Facility Arrow



Bicycling Facility Symbol

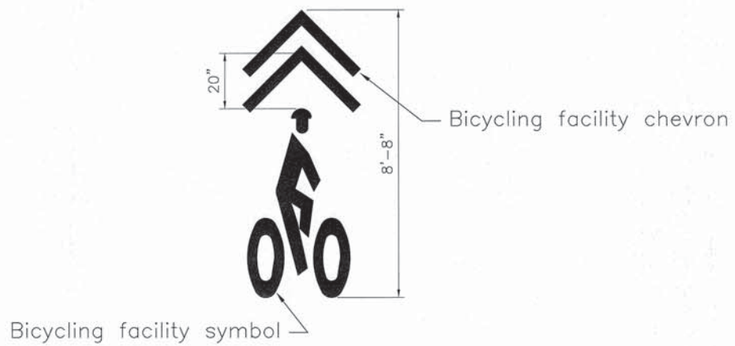
Walking Facility Symbol

Large Yield Line



Small Yield Line

Shared Lane Marking "Sharrow"



NOTES:

1. All symbols shall conform to the shapes specified in the MUTCD 2004 Standard Highway Signs and Markings (SHSM) Book, Pavement Markings chapter.
2. Preferential Lane Symbols and the following arrows shall be installed as per NYS DOT drawing number 685–01 Pavement Marking Details sheet 8: Turning, Turning/Straight, Straight, Lane Reduction, Diverge, and Ramp Arrows.
3. One of the two pointers of the Bicycle Stamp may be removed to indicate the intended direction of bicycle traffic.

NEW YORK CITY DOT

CITY OF NEW YORK DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING AND MANAGEMENT (TP&M)
28–11 Queens Plaza North L.I.C., N.Y. 11101

TYPICAL PAVEMENT MARKINGS

ARROWS & SYMBOLS

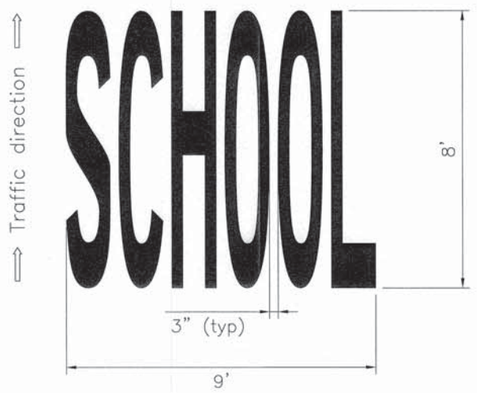
STATE OF NEW YORK — KEVIN WEBB — LICENSED PROFESSIONAL ENGINEER — WEBB, P.E.

Drawn by	D. NELSON
Checked by	S. BARKHO & F. AZER
Borough	ALL
Scale	NOT TO SCALE
Effective Date	12/01/2015

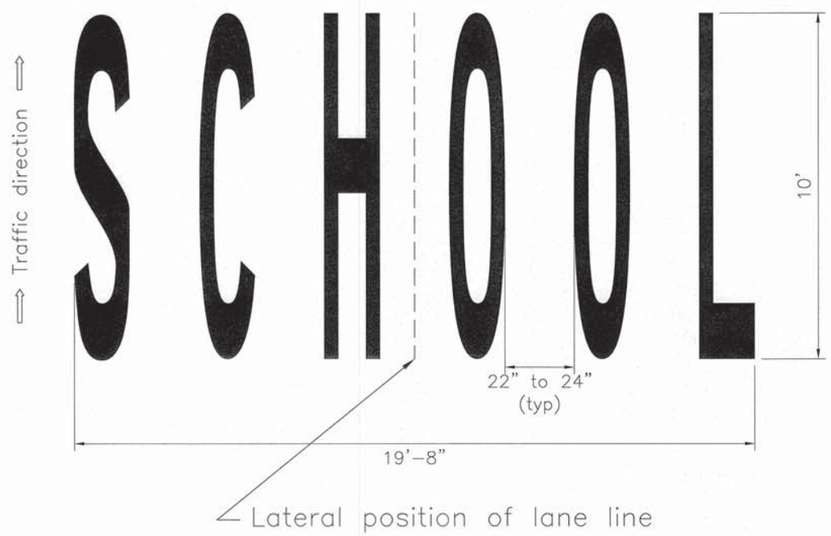
SHEET 17 OF 18

DRAWING NO. TAR–1

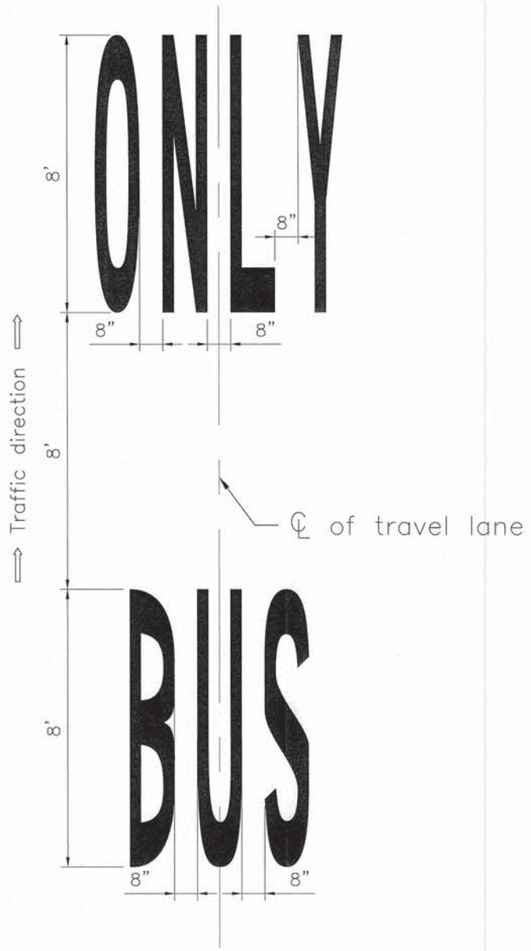
Single Lane School Message



Two Lane School Message



Typical Word Message
(BUS ONLY shown)



NOTES:

1. All messages shall consist of preformed letter shapes as specified in the MUTCD 2004 Standard Highway Signs and Markings (SHSM) Book, Pavement Markings chapter.
2. All messages shall be of an 8' text height, unless otherwise specified. Text height of 2' is typical of messages in bike lanes.
3. All messages consisting of two words or more shall have 8' between words and be laid out such that the first word is closest to an approaching vehicle. Spacing of 3' between words is typical of messages in bike lanes.
4. Spacing between each letter shall be equal for any word. Letter spacing shall be 8" unless otherwise specified or as limited by lane width. All messages shall fit within a single lane and not overlap any striping, unless otherwise specified.
5. All messages shall be aligned on center with travel lane, unless otherwise specified.
6. All letters shall be solid white, unless otherwise specified.
7. This drawing replaces TWM–2 and TWM–3.

NEW YORK CITY DOT

CITY OF NEW YORK DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING AND MANAGEMENT (TP&M)
28–11 Queens Plaza North L.I.C., N.Y. 11101

TYPICAL PAVEMENT MARKINGS

WORD MESSAGES

APPROVED BY

Drawn by D. NELSON
Checked by S. BARKHO & F. AZER
Borough ALL
Scale NOT TO SCALE
Effective Date 12/01/2015

SHEET 18 OF 18
DRAWING NO. TWM–1